6. FAUNTLEROY–VASHON

The Fauntlerory – Vashon route is the most heavily traveled segment of the Fauntleroy – Vashon – Southworth group of routes. It connects north Vashon Island to the rest of King County and beyond via West Seattle. This route is 2.8 nautical miles across and requires 15 minutes to complete. Daily vehicles/drivers average about 3,330 and daily passengers average about 2,370 for a total average daily ridership of 5,700. In September 1999, when this route was surveyed, the average daily ridership totaled 5,819.

Key trip making information and geographic travel patterns for patrons of this route are presented herein. Additional route-specific survey tabulations and results for all three survey periods, including ferry user demographic information, can be found in Appendix B.

6.1 TRIP MAKING INFORMATION

6.1.1 Weekday Trip Statistics

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Travel modes and round-trip patterns; and
- Desired transit improvements.

The focus of these results is primarily on the PM peak survey period, contrasting the peak results to the PM non-peak period for key items such as trip purpose and wait times.

Trip Purpose

Table 6-1 summarizes the trip purpose and frequency of use during the weekday PM peak period. Responses have been aggregated into several major categories, including work/school/business commute, medical appointment/personal business/other travel and travel for social/recreational/shopping/sight-seeing purposes. The majority of riders on this route that travel during the weekday PM peak period were traveling for work/school/business purposes, which is similar to the 1993 results. Riders in this category were traveling quite frequently with 63% of riders traveling 10 or more times during the past 7 days.

Table 6-1
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Vashon — Weekday PM Peak Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Expanded Ridership Total*
1st Ride in Past 7 Days*	8.5%	12.0%	9.7%	9.1%	180
2 to 5 Rides in Past 7 Days	13.9%	37.0%	66.0%	24.7%	487
6 to 9 Rides in Past 7 Days	13.4%	28.4%	14.7%	15.6%	307
10 or More Rides in Past 7 Days	63.1%	17.1%	5.1%	48.3%	951
No Answer	1.1%	5.6%	4.5%	2.2%	44
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**1,968**
Overall Trip Purpose Distribution	**71.8%**	**13.2%**	**15.0%**	**100.0%**	
Expanded Ridership	**1,413**	**260**	**295**	**1,968**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 6-2 summarizes the trip purpose and frequency of travelers during the weekday PM non-peak period. Although work/school/business was the most common trip purpose with 845 of the riders, the category of medical appointments/personal business/other was also frequently noted, with 602 riders. In general, riders during the PM non-peak period were not traveling as frequently as those traveling during the PM peak period. Approximately 37% of all riders traveled 2 to 5 times during the past 7 days and 25%of riders traveled 6 to 9 times during the past 7 days.

Table 6-2
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Vashon — Weekday PM Non-Peak Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Expanded Ridership Total*
1st Ride in Past 7 Days*	16.9%	14.4%	27.5%	18.0%	321
2 to 5 Rides in Past 7 Days	32.9%	46.5%	31.0%	37.2%	661
6 to 9 Rides in Past 7 Days	19.5%	26.8%	38.1%	25.4%	452
10 or More Rides in Past 7 Days	28.8%	7.0%	3.4%	16.7%	297
No Answer	1.9%	5.3%	0.0%	2.7%	48
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**1,778**
Overall Trip Purpose Distribution	**47.5%**	**33.8%**	**18.6%**	**100.0%**	
Expanded Ridership	**845**	**602**	**331**	**1,778**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Trip origin and destination types by direction are presented in Table 6-3 for the weekday PM peak period. About 61%of riders in both directions were traveling from work/school to their home.

Table 6-3
Trip Origin and Destination Types by Direction
Fauntleroy–Vashon — Weekday PM Peak Period

Origin & Destination Types		*Destination Shares Across All Origins:*			*Expanded*
Origin Place	*Destination Place*	*Eastbound Trips*	*Westbound Trips*	*Both Directions*	*Ridership Total*
Home	Home	0.8%	3.1%	2.3%	44
	Work/School	11.6%	0.4%	4.6%	90
	Other	32.4%	0.7%	12.6%	248
Work/School	Home	34.2%	76.6%	60.7%	1,195
	Work/School	2.5%	0.4%	1.2%	23
	Other	4.3%	1.8%	2.7%	54
Other	Home	10.4%	16.4%	14.1%	278
	Work/School	0.8%	0.4%	0.5%	10
	Other	3.1%	0.2%	1.3%	26
Totals		**100.0%**	**100.0%**	**100.0%**	**1,968**
Travel Direction Distribution		**37.4%**	**62.6%**	**100.0%**	
Expanded Ridership		**737**	**1,231**	**1,968**	

Travel Modes and Round-Trip Patterns

This section presents the survey responses related to trip patterns, mode of access and egress, and boarding method. In addition, survey responses to wait time, parking, and desire transit improvements are summarized in this section.

Table 6-4 summarizes the round trip patterns of riders during the weekday PM peak period. Just about all riders that answered the question reported that they used the ferry system for both legs of their round-trip, with the majority using the same ferry route. The majority of riders (close to 90%) also completed their trip during the same day the trip was initiated.

Table 6-4
Round-Trip Patterns and Methods
Fauntleroy–Vashon — Weekday PM Peak Period

Round-Trip Segment & Method / Time	*Today*	*Some Other Day*	*No Answer*	*Expanded Ridership*
Declared Initial Trip				**75.2%**
(Reported on 2nd Half of Round-Trip)				
Same Ferry Route	82.4%	1.4%	6.1%	1330
Not Using Ferry System	1.3%	0.3%	0.0%	23
Different Ferry Route	7.5%	0.0%	0.0%	112
No Answer	0.6%	0.0%	0.4%	15
Total Declared Initial Trip	*91.9%*	*1.7%*	*6.4%*	*1481*
Expected Return Trip				**23.7%**
(Reported on 1st Half of Round-Trip)				
Same Ferry Route	75.9%	12.5%	4.9%	436
Not Using Ferry System	1.0%	0.0%	1.0%	10
Different Ferry Route	0.0%	1.0%	0.0%	5
No Answer	2.5%	0.0%	1.2%	17
Total Expected Return Trip	*79.4%*	*13.5%*	*7.1%*	*467*
No Answer				**1.0%**
(Did Not Report Round-Trip Status)				
No Answer			*100.0%*	*20*
Expanded Ridership Total	**1,731**	**88**	**149**	**1,968**

Access and egress mode shares and boarding mode distributions from the 1993 survey were modified to approximate 1999 Travel Survey methods and data collection procedures for comparison purposes. However, the 1993 results are not directly comparable to the expanded survey results based upon the data collected in 1999. Please see Section 3.5.2 in Chapter 3 for a detailed explanation of how the boarding mode numbers differ.

"Among the 23% of riders boarding as pedestrians, both transit and auto access and egress mode shares have grown since 1993 while walk/bike mode shares have decreased."

Table 6-5 identifies the access and egress modes as well as the boarding method during the weekday PM peak period. The most common boarding method was in a vehicle, at over three-quarters of all riders. The vehicle board share has decreased slightly since 1993. Among the 23% of riders boarding as pedestrians, both transit and auto access and egress mode shares have grown since 1993 while walk/bike mode shares have decreased. Generally, transit received the largest increase in access mode share while autos received the largest increase in egress mode share.

Table 6-5
Access Mode to Ferry — Boarding Method — Egress Mode from Ferry
Fauntleroy–Vashon — Weekday PM Peak Period

Access Mode to Ferry Terminal	*Percent Distrib.*	*Boarding Method*	*Percent Distrib.*	*Mode Shares*	*Egress Mode from Ferry Terminal*	*Percent Distrib.*
Pedestrian/Bicycle	14.3%	**Walked-On**		**23.4%**	Pedestrian/Bicycle	13.6%
By Vehicle*	44.7%	Pedestrian	90.4%		By Vehicle*	63.2%
By Bus or Shuttle	40.9%	Pedestrian w/ Bicycle	9.6%		By Bus or Shuttle	23.2%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	100.0%	**In-Vehicle**		**76.6%**	In-Vehicle	100.0%
		Vehicle Drivers*	73.1%			
		Vehicle Passengers	26.9%			
		Total	100.0%			
		Total		**100.0%**		
		Expanded Ridership Total		**1,968**		

* includes motorcycles

In Table 6-6, wait times are summarized by boarding method during the weekday PM peak period. Most pedestrians and bicyclists waited less than 10 minutes, and nearly all walk-on passengers waited less than 30 minutes to board. Nearly all those boarding in a vehicle waited less than 60 minutes with the greatest share waiting between 11 and 30 minutes.

Table 6-6
Wait Time Distribution by Boarding Method
Fauntleroy–Vashon — Weekday PM Peak Period

Wait Time Category / Boarding Meth	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Expanded Ridership Total*
Zero to 10 Minutes	66.9%	16.4%	555
11 to 30 Minutes	28.7%	42.5%	773
31 to 60 Minutes	0.6%	34.5%	522
61 to 90 Minutes	0.0%	1.9%	28
More Than 90 Minutes	0.0%	0.0%	0
No Answer	3.7%	4.8%	89
Totals	**100.0%**	**100.0%**	
Expanded Ridership	**460**	**1,508**	**1,968**

During the weekday PM non-peak period, the wait time increased slightly for those who boarded as pedestrians in comparison to the weekday PM peak period as seen in Table 6-7. This increase in reported wait-time for PM non-peak walk-on passengers could be the result of a lack of familiarity with ferry schedules by infrequent riders. Conversely, the wait time for those boarding in vehicles slightly decreased with close to 36% of riders during the non-peak period, compared to 16% of riders during the PM peak period, waiting less than 10 minutes. Similar to the peak period, the greatest percentage of all riders waited 11 to 30 minutes during the non-peak period.

Table 6-7
Wait Time Distribution by Boarding Method
Fauntleroy–Vashon — Weekday PM Non-Peak Period

Wait Time Category / Boarding Meth	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Expanded Ridership Total*
Zero to 10 Minutes	47.1%	35.8%	658
11 to 30 Minutes	40.4%	41.3%	732
31 to 60 Minutes	8.3%	20.9%	349
61 to 90 Minutes	0.0%	0.0%	0
More Than 90 Minutes	0.0%	0.0%	0
No Answer	4.2%	2.0%	39
Totals	**100.0%**	**100.0%**	
Expanded Ridership	**188**	**1,590**	**1,778**

Table 6-8 lists the type of parking used by ferry riders that boarded as pedestrians during the weekday PM peak period. It appears that almost 21% reported parking on both sides of the ferry route, using either paid or free parking, thus, it would be assumed these riders have a vehicle on each side of the ferry route. Some combination of free parking either on one side or both sides comprised the bulk of the responses, at 50% of PM peak period riders. Forty percent of all riders either did not park on either side or did not provide sufficient information to determine parking status.

Table 6-8
Walk-Board Passenger Parking Statistics
Fauntleroy–Vashon — Weekday PM Peak Period

Reported Parking Characteristics	*Expanded Ridership*	*Percent of Total*	*Average Total Parking Paid**
Used Paid Parking on Both Sides	3	0.6%	$18.00
Used Paid Parking One Side & Free Parking Other Side	13	2.9%	$7.17
Used Free Parking on Both Sides	83	18.1%	$0.00
Paid Parking One Side & Did Not Park Other Side or Insufficient Information	27	5.8%	$4.86
Free Parking One Side & Did Not Park Other Side or Insufficient Information	151	32.7%	$0.00
Did Not Park on Either Side or Insufficient Parking Information	183	39.8%	NA
Totals	**460**	**100.0%**	

*Only surveys with a reported dollar amount paid for parking were included in the average cost calculation (those with free parking were excluded).

Desired Transit Improvements

Table 6-9 lists the priority of transit improvements for those riders that traveled on this route during the weekday PM peak period. Just about 22% of the riders indicated they would like transit service within 2 blocks of their origin or destination. The remainder of the responses were move evenly distributed among the need for better service at both ends or the ferry route, more available parking spaces (including park & ride spaces), and employer paid or subsidized bus passes. The most frequent write-in comment was the suggestion to lower park & ride fees or make this parking free.

Table 6-10 lists the priority of transit improvements for those riders that traveled on this route during the weekday PM non-peak period. Similar to the peak period responses, the most popular answer was to provide service closer to the respondent's origin or destination with a 20% share of the total. The remainder of the responses were evenly distributed between more service at both ends of the ferry route and more available parking spaces. Similar to the peak period, the most popular write-in suggestion was for free or lowered park & ride fees.

Table 6-9
Transit Improvements Desired
Fauntleroy–Vashon — Weekday PM Peak Period

Transit Improvement	*Distribution*	*Expanded Ridership*
Service within 2 Blocks of Origin or Destination	21.8%	429
Service at Both Ends of Ferry Route	13.2%	259
Seamless Connection between Ferry & Bus	6.0%	118
Employer Paid or Subsidized Bus Pass	11.7%	230
More Park & Ride Lots/Spaces Available	15.8%	312
None of the Above/No Answer	14.5%	285
Frequent Write-In Comments		
More Passenger Only Service	0.0%	0
Lower Park & Ride Parking Fees/Free	15.3%	302
More Park & Ride Information	0.2%	5
"Other" Comments	1.4%	29
Totals	**100.0%**	**1,968**

Table 6-10
Transit Improvements Desired
Fauntleroy–Vashon — Weekday PM Non-Peak Period

Transit Improvement	*Distribution*	*Expanded Ridership*
Service within 2 Blocks of Origin or Destination	19.8%	351
Service at Both Ends of Ferry Route	16.8%	298
Seamless Connection between Ferry & Bus	6.2%	111
Employer Paid or Subsidized Bus Pass	1.9%	33
More Park & Ride Lots/Spaces Available	16.5%	293
None of the Above/No Answer	16.0%	285
Frequent Write-In Comments		
More Passenger Only Service	0.0%	0
Lower Park & Ride Parking Fees/Free	21.5%	383
More Park & Ride Information	0.0%	0
"Other" Comments	1.3%	24
Totals	**100.0%**	**1,778**

6.1.2 Sunday Trip Statistics

Sunday trip statistics presented here are grouped into two categories:

- Trip purpose and usage frequency; and
- Travel modes and round-trip patterns.

Trip Purpose

Table 6-11 summarizes the trip purpose and frequency of use for Sunday travel. The majority of respondents on this route that travel on Sunday were traveling for social/recreational/shopping/sight-seeing purposes similar to the 1993 results. A significant portion of Sunday respondents traveled 2 to 5 times during the past 7 days, while the weekday riders traveled more frequently (either 6 to 9 or more than 10 times during the past 7 days).

Table 6-11
Trip Purpose and Frequency of Use Distribution
Fauntleroy–Vashon — Sunday Survey Period

Frequency of Use / Trip Purpose	*Work/School/ Business Related*	*Medical Appt./ Personal Business/ Other*	*Social/ Recreational/ Shopping/ Sight-seeing*	*All Trip Purposes*	*Usable Responses*
1st Ride in Past 7 Days*	3.8%	7.5%	26.0%	19.4%	137
2 to 5 Rides in Past 7 Days	24.4%	43.4%	45.6%	42.8%	302
6 to 9 Rides in Past 7 Days	16.7%	13.2%	7.7%	9.9%	70
10 or More Rides in Past 7 Days	43.6%	23.3%	9.8%	16.6%	117
No Answer	11.5%	12.6%	10.9%	11.3%	80
Totals	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**706**
Overall Trip Purpose Distribution	**11.0%**	**22.5%**	**66.4%**	**100.0%**	
Usable Responses	**78**	**159**	**469**	**706**	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Travel Modes and Round-Trip Patterns

Table 6-12 summarizes the round trip patterns of Sunday respondents. Most respondents indicated they would complete their trip on the same ferry route. Although the Sunday survey results represents actual survey responses (not expanded ridership numbers), many more Sunday respondents (163 respondents) indicated they would complete their trip on different day than the weekday travelers (88 riders).

In Table 6-13, the wait times by boarding method are summarized for the Sunday survey period. The majority of respondents waited 11 to 30 minutes, regardless of boarding method. Interestingly, more Sunday walk-on respondents waited 11 to 30 minutes (42%) in comparison to weekday PM peak period riders (approximately 29%).

Table 6-12
Round-Trip Patterns and Methods
Fauntleroy–Vashon — Sunday Survey Period

Round-Trip Segment & Method / Time	*Today*	*Some Other Day*	*No Answer*	*Usable Responses*
Declared Initial Trip				**51.8%**
(Reported on 2nd Half of Round-Trip)				
Same Ferry Route	49.2%	36.3%	7.7%	341
Not Using Ferry System	0.8%	0.0%	0.0%	3
Different Ferry Route	3.3%	0.8%	0.0%	15
No Answer	0.8%	0.0%	1.1%	7
Total Declared Initial Trip	*54.1%*	*37.2%*	*8.7%*	*366*
Expected Return Trip				**46.2%**
(Reported on 1st Half of Round-Trip)				
Same Ferry Route	69.6%	7.1%	13.8%	295
Not Using Ferry System	0.3%	0.0%	0.0%	1
Different Ferry Route	1.8%	0.6%	0.0%	8
No Answer	3.4%	0.6%	2.8%	22
Total Expected Return Trip	*75.2%*	*8.3%*	*16.6%*	*326*
No Answer				**2.0%**
(Did Not Report Round-Trip Status)				
No Answer			*100.0%*	*14*
Usable Responses	**443**	**163**	**100**	**706**

Table 6-13
Wait Time Distribution by Boarding Method
Fauntleroy–Vashon — Sunday Survey Period

Wait Time Distribution / Boarding Me	*Walk Board (Pedestrian & Bicycle)*	*Vehicle Board (Driver & Passenger)*	*Usable Responses*
Zero to 10 Minutes	39.1%	7.7%	76
11 to 30 Minutes	42.0%	43.5%	306
31 to 60 Minutes	11.6%	29.8%	198
61 to 90 Minutes	0.0%	5.7%	36
More Than 90 Minutes	0.0%	6.1%	39
No Answer	7.2%	7.2%	51
Totals	**100.0%**	**100.0%**	
Usable Responses	**69**	**637**	**706**

6.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. Of key interest for updating the WSF travel demand forecasting model are the PM peak period origin-destination (O-D) trip tables by travel direction, presented as expanded PM peak ridership volumes and distributions for all modes, as well as for walk-on and in-vehicle boardings. Similar O-D trip tables presenting unexpanded Sunday survey period distributions are also provided. Complementing the PM peak and Sunday trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. The second set of maps illustrates the directional densities of trip origins and destinations, using different pinpoint symbols to delineate walk-on and in-vehicle boarding methods.

6.2.1 Weekday PM Peak Period Trip Patterns

The Seattle CBD was the most frequent origin for westbound travel during the weekday PM peak period with 30% of all trips for all boarding modes (see Table 6-14 and Figure 6-1). The Seattle CBD was also the most frequent westbound trip origin in 1993, but amounted to only 20% of the total westbound trips. In 1993, 65% of the westbound trips were headed for the North Vashon district and 35% for the South Vashon district. By 1999, this had changed to nearly an equal distribution of trip destinations between the North and South Vashon districts.

The distribution of Vashon Island trip origins for eastbound travel by all boarding modes has not changed appreciably since 1993. As shown in Table 6-15 and Figure 6-2, 44% of all eastbound trips originated from South Vashon and 56% from North Vashon. The most frequent destination of eastbound travelers in 1999 was the West Seattle district (31%), which captured only 12% of all trips in 1993.

Table 6-16 and Table 6-17 summarize origin and destination shares specific to boarding mode as walk-on boardings and in-vehicle boardings. The most common origin for westbound walk-on riders during the weekday PM peak period was the Seattle CBD (38%). This is somewhat surprising, given the direct service provided by the Seattle-Vashon passenger-only route, and may be indicative of comparatively better transit connections between Fauntleroy and certain downtown locations beyond walking distance from the Pier 50 passenger-only terminal. As far as in-vehicle boardings, the most popular origin was also the Seattle CBD, which captured just over 28% of total westbound travel. These travel patterns by boarding mode can be seen graphically in Figure 6-3.

"The most common origin for westbound walk-on riders during the weekday PM peak period was the Seattle CBD (38%). This is somewhat surprising, given the direct service provided by the Seattle-Vashon passenger-only route..."

Eastbound PM peak period trip origins and destinations by boarding mode can be seen in Figure 6-4. The West Seattle district captured over half (57%) the share of the walk-on riders headed eastbound (see Table 6-18). The West Seattle district was also the most frequent destination for in-vehicle boardings eastbound during the weekday PM peak period as seen in Table 6-19.

Table 6-14
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Westbound — All Boarding Modes

ORIGIN \ DESTINATION		North Vashon Island 519	South Vashon Island 520	Origin Totals	Origin Shares
Seattle CBD	501	174	197	371	30.3%
Seattle Industrial Area	502	41	27	68	5.6%
Seattle Boeing Field	503	56	5	61	5.0%
South Seattle	504	12	6	18	1.4%
West Seattle	505	52	24	76	6.2%
Capitol Hill	506	24	27	51	4.2%
Queen Anne-Lake Union/Magnolia	507	42	76	118	9.6%
University District	508	16	12	28	2.3%
Ballard-Green Lake	509	10	7	18	1.4%
North Seattle/Northgate/Sand Point	510	5	7	12	1.0%
Bothell-Kirkland/Redmond	511	9	21	30	2.4%
Greater Bellevue/Mercer Island	512	12	22	34	2.8%
SeaTac	513	55	82	137	11.1%
Kent-Auburn/Federal Way	514	14	18	32	2.6%
Renton/Issaquah	515	73	30	103	8.4%
Other West King County	516	12	9	21	1.7%
West Snohomish County	517	9	22	31	2.5%
Central Pierce County	518		5	5	0.4%
All Other Places	521	9	5	14	1.1%
Destination Totals		625	602	1,226	100.0%
Destination Shares		50.9%	49.1%	100.0%	

Figure 6-1
Fauntleroy - Vashon Westbound PM Peak Trips
All Boarding Modes

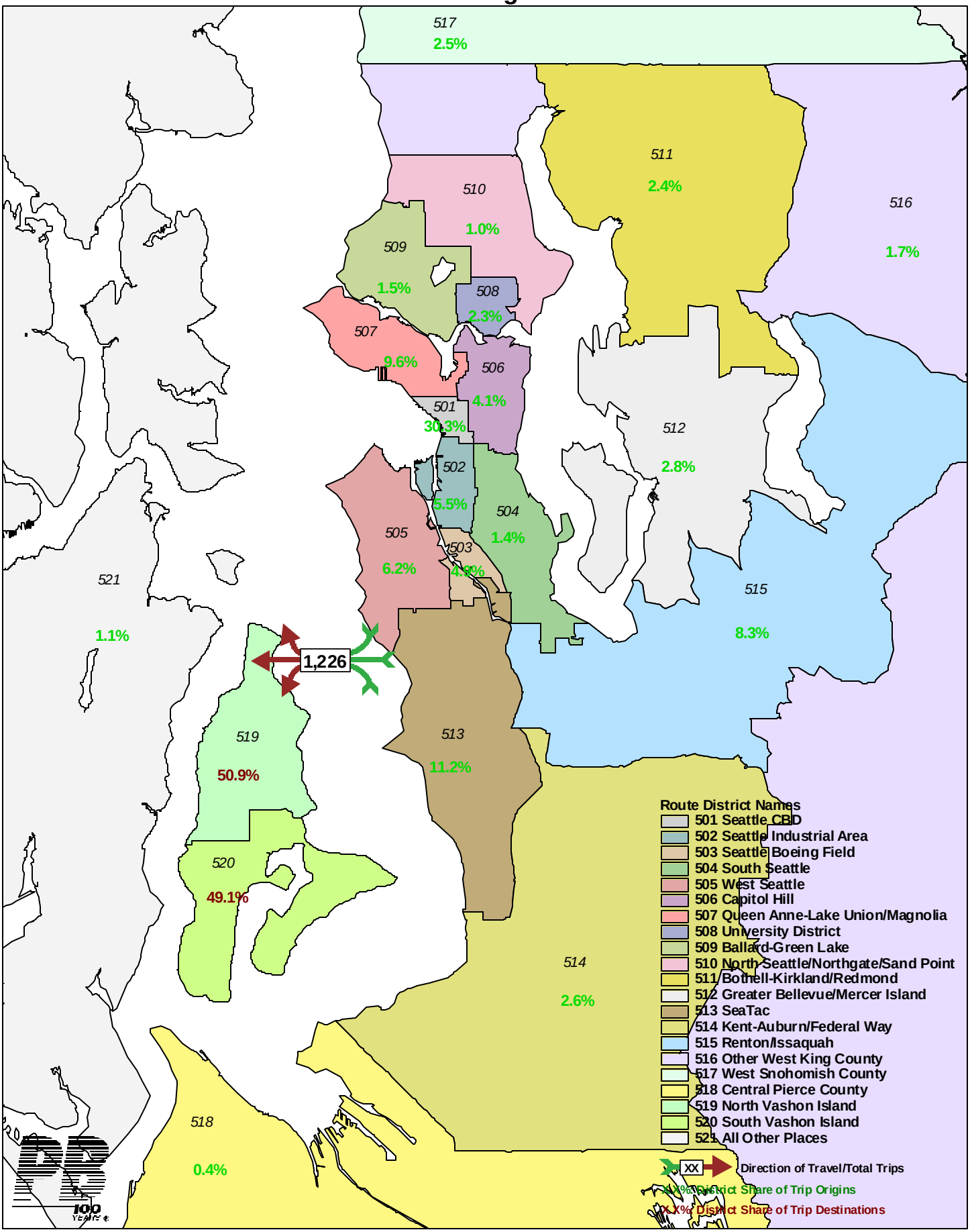


Table 6-15
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Eastbound — All Boarding Modes

ORIGIN		DESTINATION	Seattle CBD	Seattle Industrial Area	South Seattle	West Seattle	Capitol Hill	Queen Anne-Lake Union/Magnolia	University District	Ballard-Green Lake	North Seattle/Northgate/Sand Point	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent-Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County	All Other Places	Origin Totals	Origin Shares
			501	502	504	505	506	507	508	509	510	511	512	513	514	515	516	517	521		
North Vashon Island	519		22	30	10	123	24	22	5	32	15	11	21	30	11	26	6	6	6	401	55.2%
South Vashon Island	520		6	11	11	106	6	11		10	30	22	23	29		11	10	38		325	44.8%
Destination Totals			28	41	22	229	30	33	5	43	45	33	44	59	11	37	16	43	6	726	100.0%
Destination Shares			3.8%	5.7%	3.0%	31.5%	4.1%	4.6%	0.7%	5.9%	6.2%	4.6%	6.1%	8.1%	1.6%	5.1%	2.2%	6.0%	0.8%	100.0%	

Figure 6-2
Fauntleroy - Vashon Eastbound PM Peak Trips
All Boarding Modes

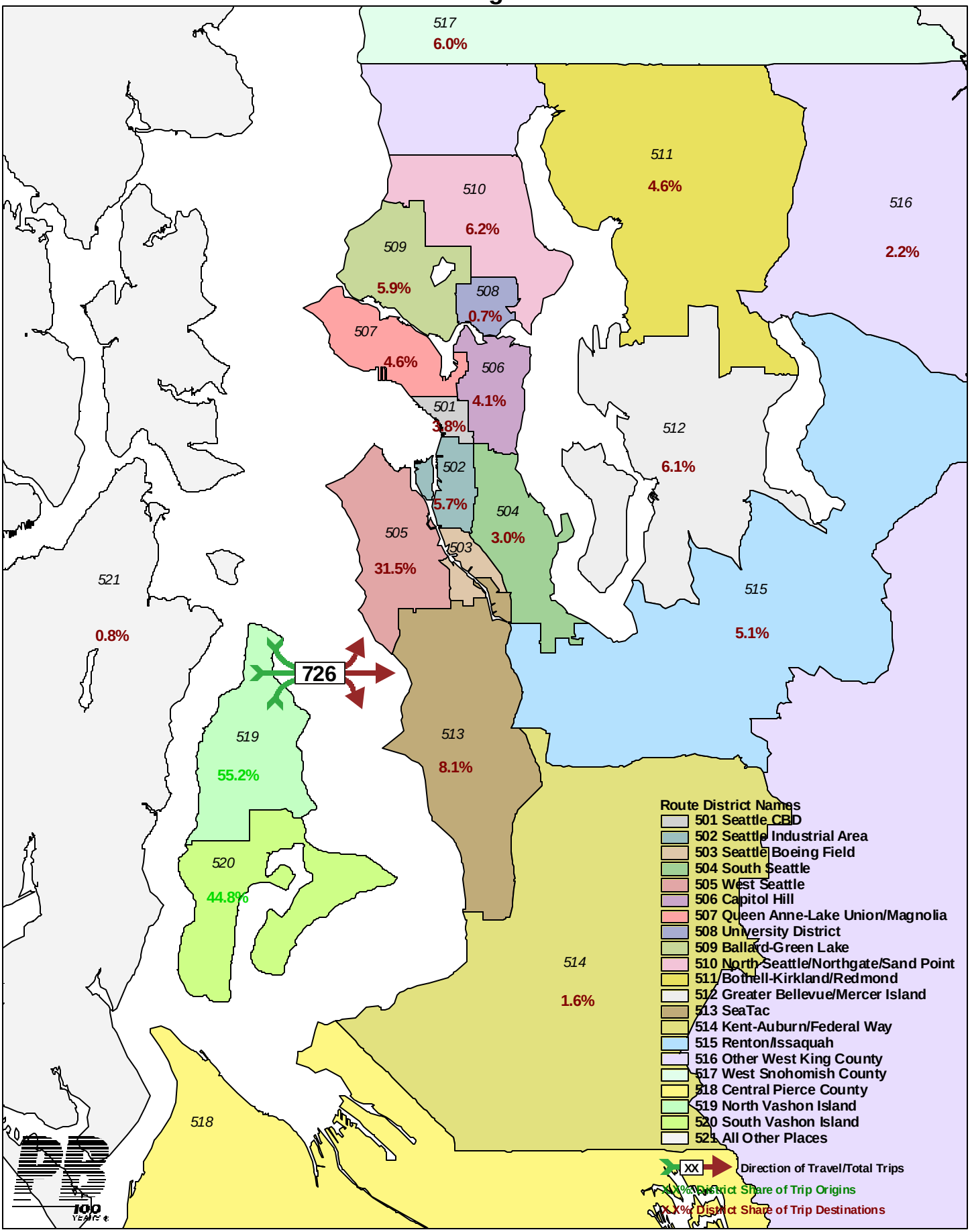


Table 6-16
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Westbound — Walk-On Boardings

ORIGIN	DESTINATION	North Vashon Island 519	South Vashon Island 520	Origin Totals	Origin Shares
Seattle CBD	501	66	32	98	37.8%
Seattle Industrial Area	502	23		23	8.9%
Seattle Boeing Field	503	12		12	4.4%
South Seattle	504	3	6	9	3.3%
West Seattle	505	12	6	17	6.7%
Capitol Hill	506	6		6	2.2%
Queen Anne-Lake Union/Magnolia	507	14	9	23	8.9%
University District	508	3	3	6	2.2%
Ballard-Green Lake	509	6	3	9	3.3%
North Seattle/Northgate/Sand Point	510		3	3	1.1%
Bothell-Kirkland/Redmond	511		3	3	1.1%
Greater Bellevue/Mercer Island	512	3		3	1.1%
SeaTac	513	14	14	29	11.1%
Renton/Issaquah	515	14	3	17	6.7%
Other West King County	516	3		3	1.1%
Destination Totals		179	81	260	100.0%
Destination Shares		68.9%	31.1%	100.0%	

Table 6-17
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Westbound — In-Vehicle Boardings

ORIGIN		DESTINATION: North Vashon Island 519	South Vashon Island 520	Origin Totals	Origin Shares
Seattle CBD	501	108	165	273	28.3%
Seattle Industrial Area	502	18	27	45	4.7%
Seattle Boeing Field	503	45	5	49	5.1%
South Seattle	504	9		9	0.9%
West Seattle	505	40	18	59	6.1%
Capitol Hill	506	18	27	45	4.7%
Queen Anne-Lake Union/Magnolia	507	27	67	95	9.8%
University District	508	14	9	23	2.3%
Ballard-Green Lake	509	5	5	9	0.9%
North Seattle/Northgate/Sand Point	510	5	5	9	0.9%
Bothell-Kirkland/Redmond	511	9	18	27	2.8%
Greater Bellevue/Mercer Island	512	9	22	31	3.3%
SeaTac	513	40	67	108	11.1%
Kent-Auburn/Federal Way	514	14	18	32	3.3%
Renton/Issaquah	515	59	27	86	8.9%
Other West King County	516	9	9	18	1.9%
West Snohomish County	517	9	22	31	3.2%
Central Pierce County	518		5	5	0.5%
All Other Places	521	9	5	14	1.4%
Destination Totals		446	521	966	100.0%
Destination Shares		46.1%	53.9%	100.0%	

Figure 6-3
Fauntleroy - Vashon Westbound PM Peak Period
Trip Origins & Destinations by Boarding Mode

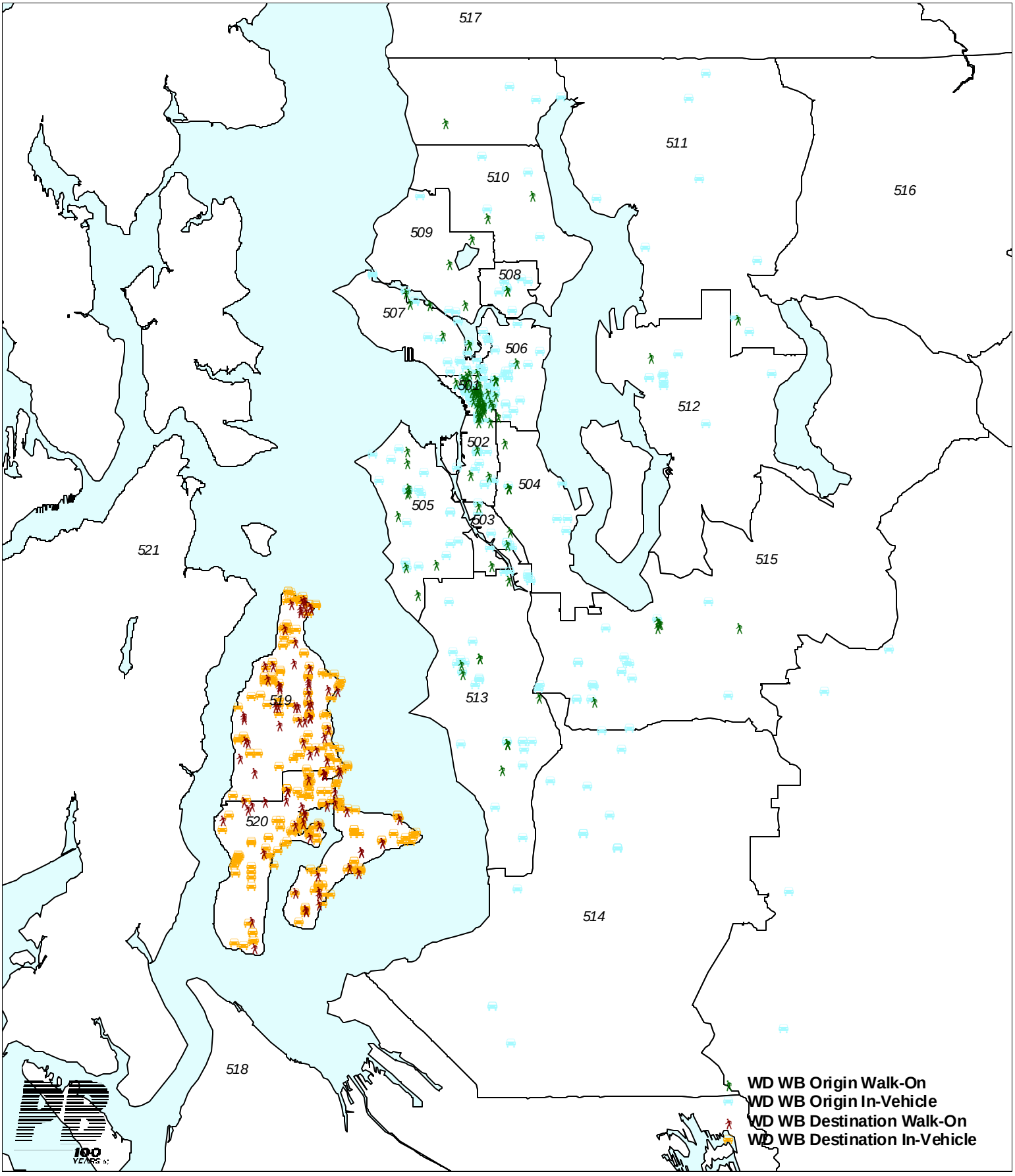


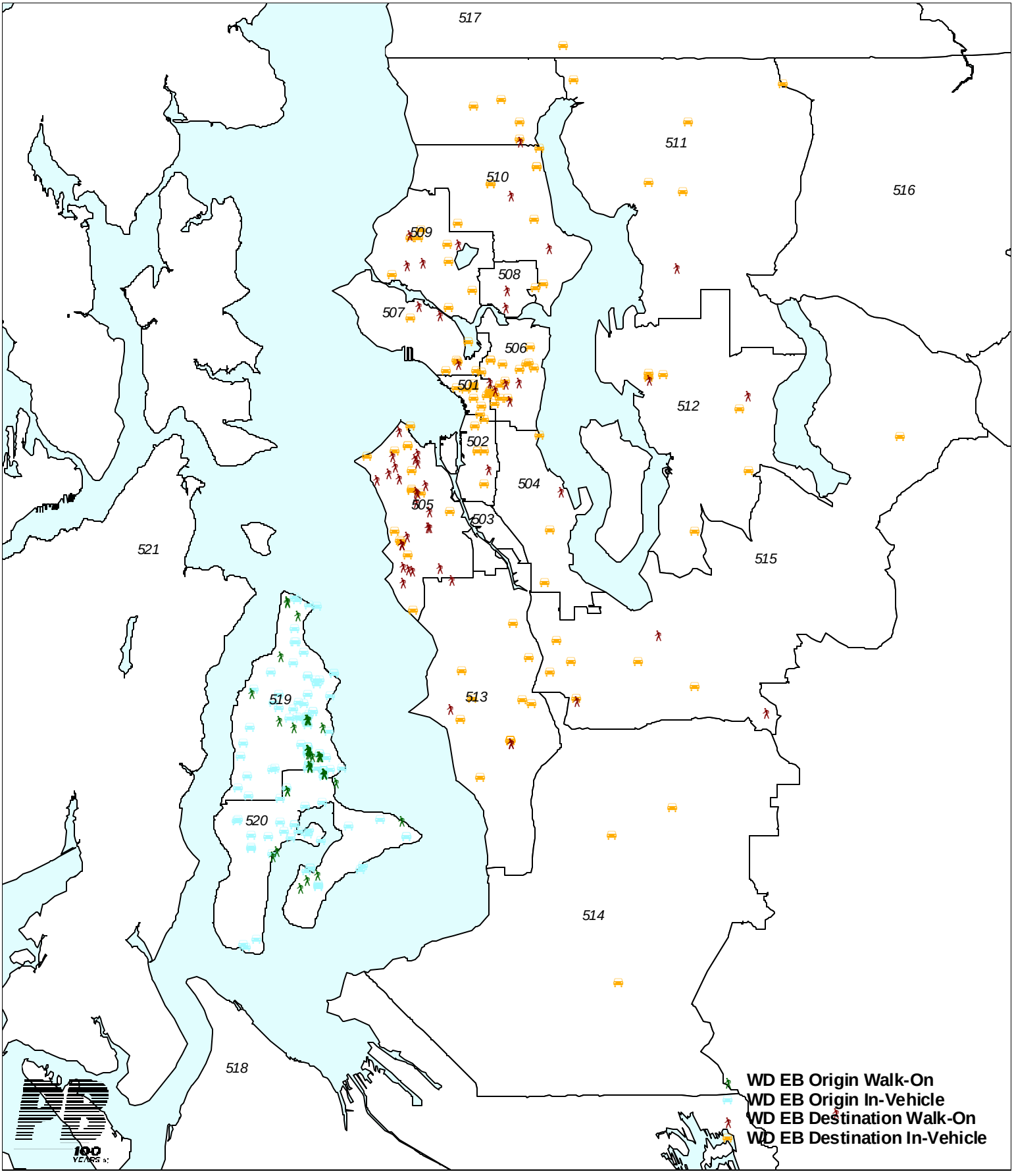
Table 6-18
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Eastbound — Walk-On Boardings

ORIGIN		DESTINATION	Seattle CBD	South Seattle	West Seattle	Queen Anne-Lake Union/Magnolia	University District	Ballard-Green Lake	North Seattle/Northgate/Sand Point	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Renton/Issaquah	Other West King County	Origin Totals	Origin Shares
			501	504	505	507	508	509	510	511	512	513	515	516		
North Vashon Island	519		5	5	76	5	5	10	10		10	5	14		143	71.4%
South Vashon Island	520				38			5		5		5		5	57	28.6%
Destination Totals			5	5	114	5	5	14	10	5	10	10	14	5	200	100.0%
Destination Shares			2.4%	2.4%	57.1%	2.4%	2.4%	7.1%	4.8%	2.4%	4.8%	4.8%	7.1%	2.4%	100.0%	

Table 6-19
Fauntleroy–Vashon O-D Trip Table
Weekday PM Peak Period — Eastbound — In-Vehicle Boardings

ORIGIN		DESTINATION	Seattle CBD	Seattle Industrial Area	South Seattle	West Seattle	Capitol Hill	Queen Anne-Lake Union/Magnolia	Ballard-Green Lake	North Seattle/Northgate/Sand Point	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent-Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County	All Other Places	Origin Totals	Origin Shares
			501	502	504	505	506	507	509	510	511	512	513	514	515	516	517	521		
North Vashon Island	519		17	30	6	47	24	17	23	6	11	11	25	11	11	6	6	6	258	49.0%
South Vashon Island	520		6	11	11	67	6	11	6	30	17	23	24		11	6	38		268	51.0%
Destination Totals			23	41	17	114	30	29	29	35	29	34	49	11	23	11	43	6	526	100.0%
Destination Shares			4.4%	7.8%	3.3%	21.8%	5.7%	5.5%	5.5%	6.8%	5.5%	6.5%	9.4%	2.2%	4.4%	2.2%	8.3%	1.1%	100.0%	

Figure 6-4
Fauntleroy - Vashon Eastbound PM Peak Period
Trip Origins & Destinations by Boarding Mode



6.2.2 Sunday Survey Period Trip Patterns

Table 6-20 and Figure 6-5 summarize the origins and destinations for all boarding modes by district during Sunday westbound travel. In 1993, the most popular origin district was "All Other Places" with 12% of the total. The Capital Hill/Montlake district and the West Seattle district were also common origins each with 11% of the total in 1993. Conversely, the SeaTac district was the most frequently reported origin in 1999. The distribution of westbound destinations on Vashon Island shifted toward the south a bit, with 37% of all trips destined to the South Vashon district, up from 31% in 1993.

The origins and destinations for Sunday travel eastbound are tabulated in Table 6-21 and graphically presented in Figure 6-6. As in the westbound direction, the share of trips originating from the South Vashon district increased from 34% to 44%between 1993 and 1999. The most common eastbound destinations reported in 1999 were the West Seattle and Capital Hill districts, though destinations were in general widely geographically distributed.

Figure 6-7 graphically presents the trip origins and destinations by boarding mode for westbound Sunday travel while Figure 6-8 includes the same information except for eastbound travel.

Table 6-20
Fauntleroy–Vashon O-D Trip Table
Sunday Survey Period — Westbound — All Boarding Modes

ORIGIN		DESTINATION: North Vashon Island 519	South Vashon Island 520	Origin Shares
Seattle CBD	501	6.9%	1.7%	8.6%
Seattle Industrial Area	502	0.8%	0.3%	1.1%
Seattle Boeing Field	503	0.3%		0.3%
South Seattle	504	4.7%	1.1%	5.8%
West Seattle	505	7.2%	3.1%	10.3%
Capitol Hill	506	4.2%	4.2%	8.3%
Queen Anne-Lake Union/Magnolia	507	3.3%	1.9%	5.3%
University District	508	2.2%	1.4%	3.6%
Ballard-Green Lake	509	3.1%	4.4%	7.5%
North Seattle/Northgate/Sand Point	510	4.7%	0.8%	5.6%
Bothell-Kirkland/Redmond	511	2.5%	2.8%	5.3%
Greater Bellevue/Mercer Island	512	1.1%	2.5%	3.6%
SeaTac	513	8.1%	6.4%	14.4%
Kent-Auburn/Federal Way	514	1.4%	0.3%	1.7%
Renton/Issaquah	515	2.8%	0.8%	3.6%
Other West King County	516	0.8%	0.3%	1.1%
West Snohomish County	517	4.7%	2.5%	7.2%
Central Pierce County	518	0.3%		0.3%
All Other Places	521	3.9%	2.5%	6.4%
Destination Shares		63.1%	36.9%	100.0%

Figure 6-5
Fauntleroy - Vashon Westbound Sunday Survey Period Trips
All Boarding Modes

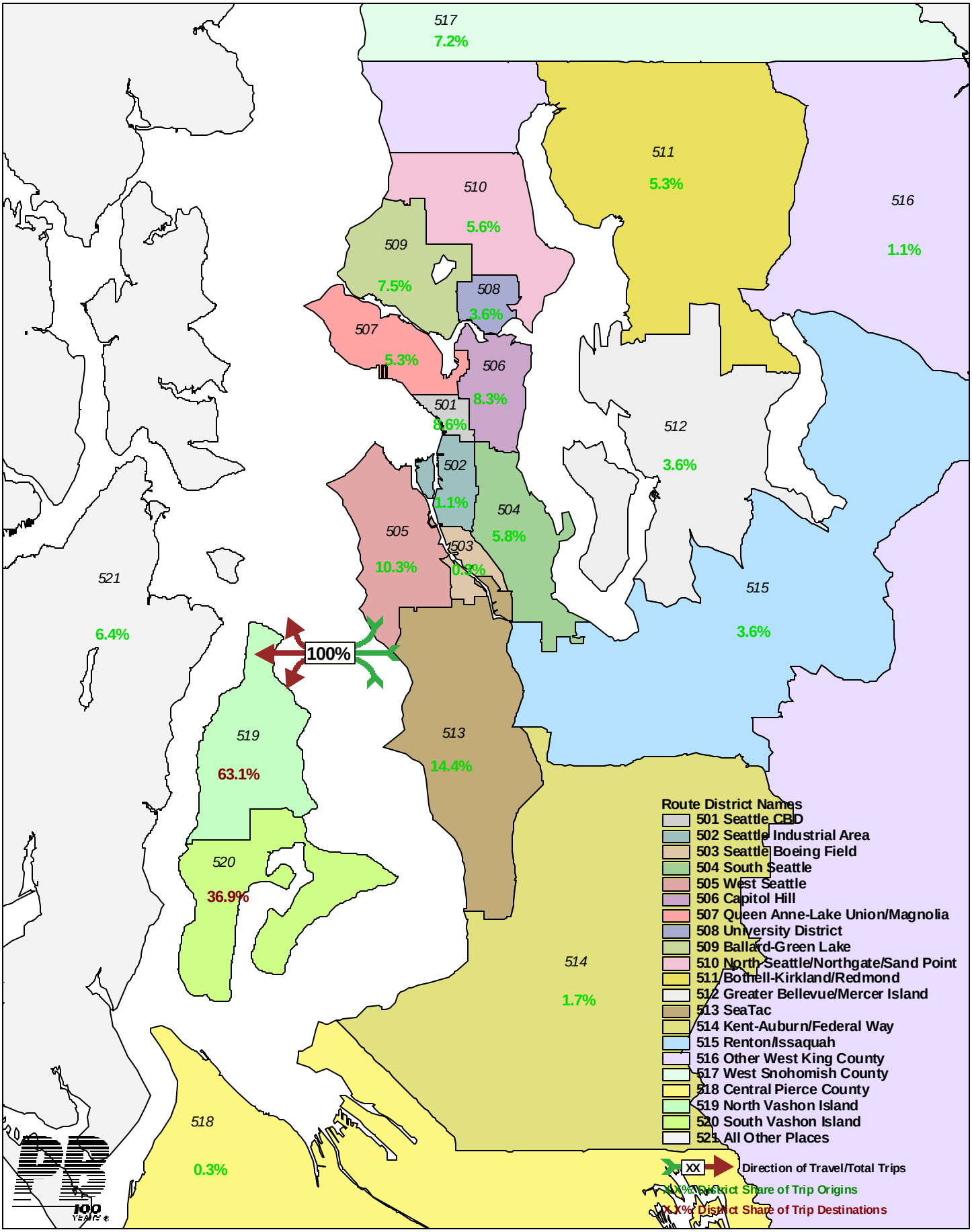


Table 6-21
Fauntleroy–Vashon O-D Trip Table
Sunday Survey Period — Eastbound — All Boarding Modes

ORIGIN		DESTINATION	Seattle CBD	Seattle Industrial Area	South Seattle	West Seattle	Capitol Hill	Queen Anne-Lake Union/Magnolia	University District	Ballard-Green Lake	North Seattle/Northgate/Sand Point	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	SeaTac	Kent-Auburn/Federal Way	Renton/Issaquah	Other West King County	West Snohomish County	Central Pierce County	All Other Places	Origin Shares
			501	502	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	521	
North Vashon Island	519		3.4%	1.2%	1.5%	5.5%	6.7%	4.6%	3.1%	4.0%	3.4%	2.1%	2.8%	5.5%	0.6%	3.1%	2.1%	2.4%	0.3%	4.0%	56.3%
South Vashon Island	520		3.1%	0.9%	1.8%	4.9%	3.7%	4.0%	0.6%	4.9%	3.4%	0.3%	0.9%	3.4%		2.8%	2.8%	3.7%	0.3%	2.4%	43.7%
Destination Shares			6.4%	2.1%	3.4%	10.4%	10.4%	8.6%	3.7%	8.9%	6.7%	2.4%	3.7%	8.9%	0.6%	5.8%	4.9%	6.1%	0.6%	6.4%	100.0%

Figure 6-6
Fauntleroy - Vashon Eastbound Sunday Survey Period Trips
All Boarding Modes

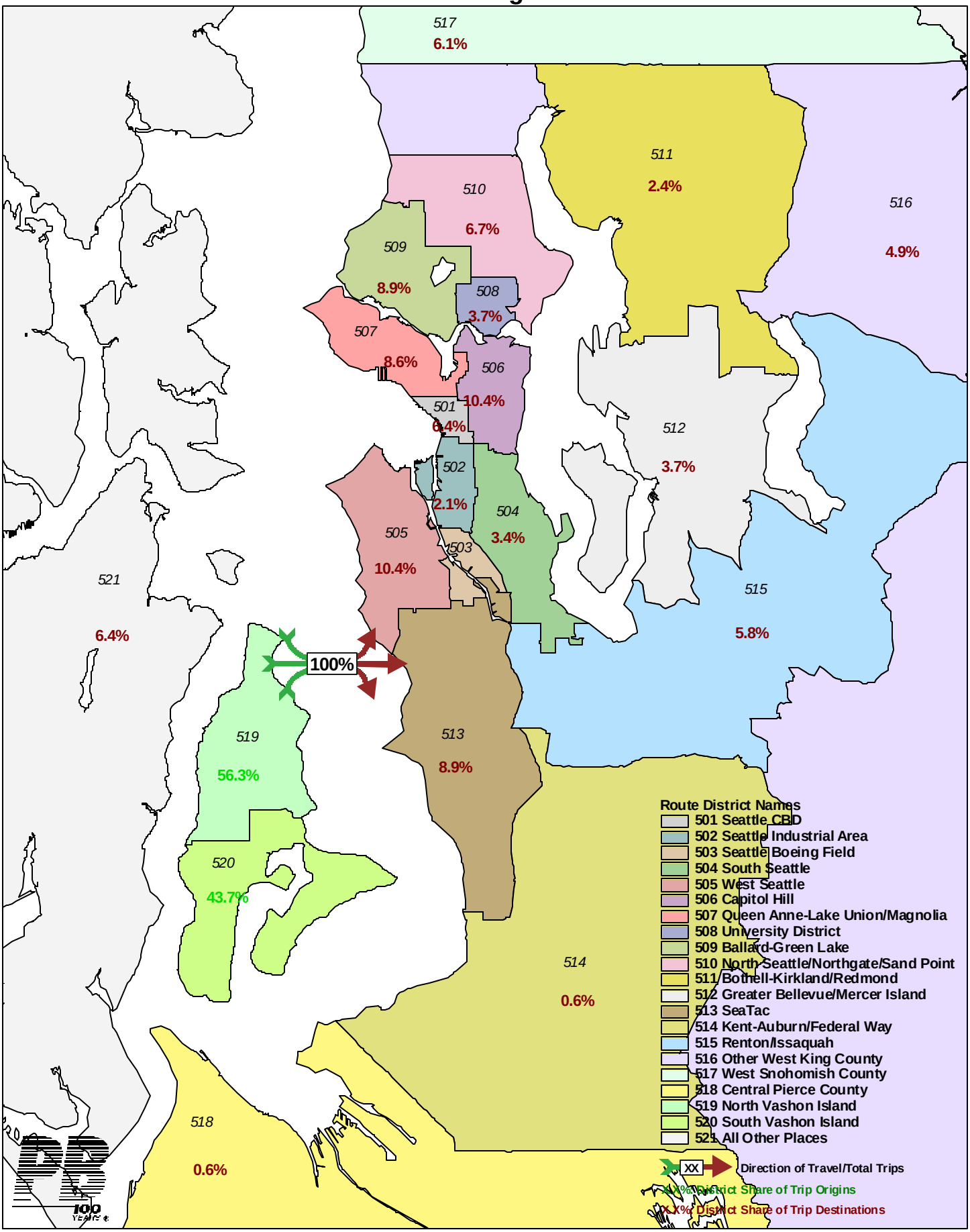


Figure 6-7
Fauntleroy - Vashon Westbound Sunday Survey Period
Trip Origins & Destinations by Boarding Mode

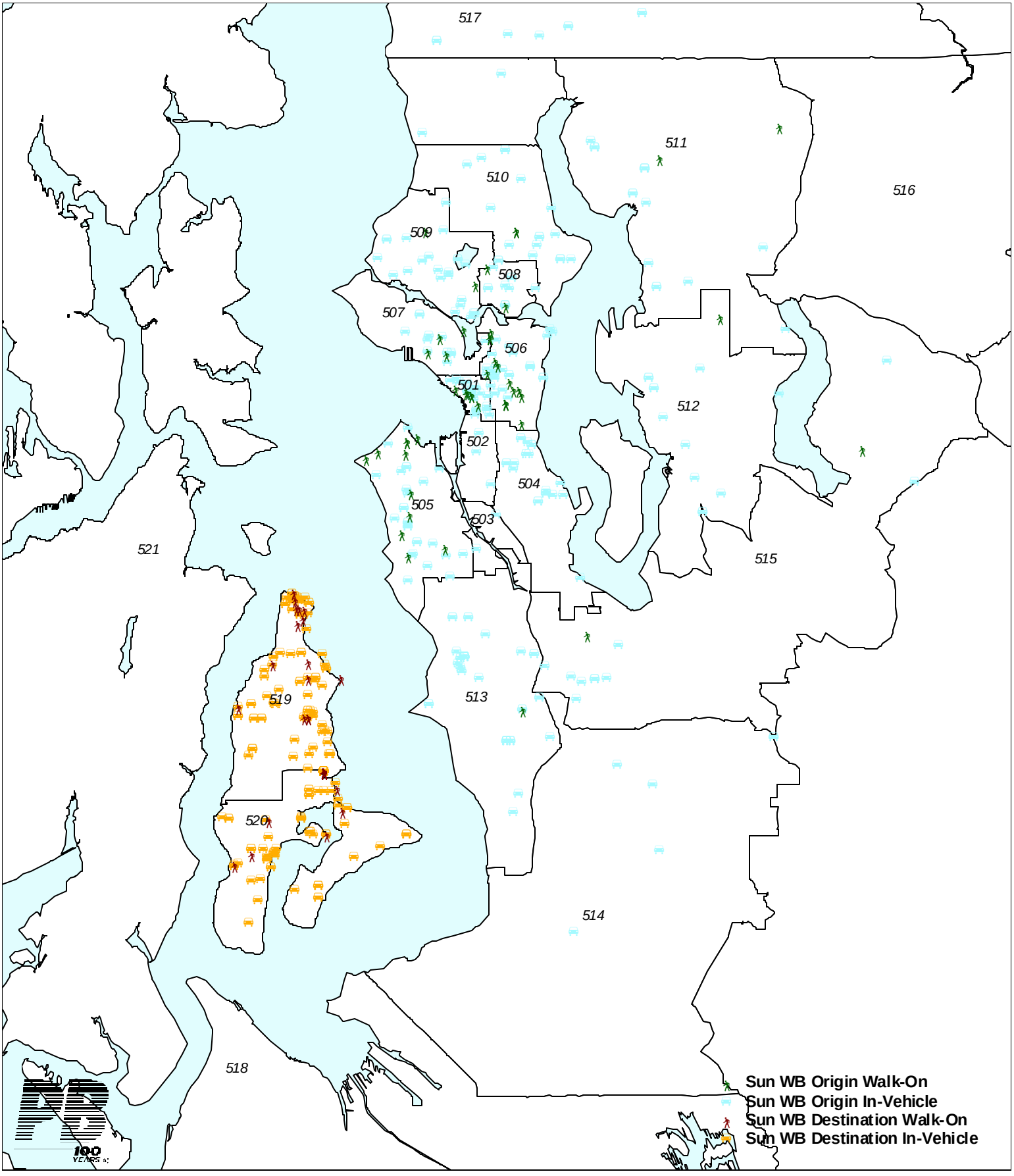


Figure 6-8
Fauntleroy - Vashon Eastbound Sunday Survey Period
Trip Origins & Destinations by Boarding Mode